Event

MPTS IJET
RI 3202
OFT

Mission

RADIO INSTRUMENT FAILURE

1.5 HOURS/X

ORM

RI 3202

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

RI 3202

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

ADMIN

RI 3202

- **QOD**
  - **NATOPS**
  - **EP**
  - **SOP**
- **PREREQUISITES**
  - **RI 3201**
- **MISC.**
  - **EVENT DURATION MUST BE AT LEAST 0.75 OF SYLLABUS TIME TO BE COMPLETE (1.1 HRS).**
  - **AN EVENT DURATION THAT DEVIATES GREATER THAN 0.3 HOURS FROM SYLLABUS TIME MUST HAVE THE REASON ANNOTATED ON THE GRADE SHEET.**

RI 3202

SYLLABUS NOTES

- **RI 3202–4 SHALL BE FLOWN IN THE OFT.**

- **RI 3202 WILL INTRODUCE:**
  - **VISUAL TAKEOFF LOW CEILING ITO**
  - **LOCALIZER BACK COURSE APPROACH (IF ABLE)**
  - **INSTRUMENT TO VISUAL SCAN**

- **ADVISE YOUR IP – HOW MANY/WHAT TYPE OF APPROACHES REMAIN PRIOR TO END OF BLOCK.**

SYLLABUS NOTES

RI 3202

- **DURING THIS BLOCK, STUDENTS MUST FLY AT LEAST THE APPROACHES LISTED BELOW:**
  - **HIGH ALTITUDE PENETRATION**
    - **1 FULL PANEL**
    - **1 PARTIAL PANEL**
  - **TACAN/VOR DME**
    - **1 FULL PANEL**
    - **1 PARTIAL PANEL**
  - **ILS**
    - **2 FULL PANEL**
    - **1 PARTIAL PANEL**
  - **GCA**
    - **2 FULL PANEL**
  - **LOCALIZER**
    - **1 PARTIAL PANEL**
  - **LOW OIL APPROACH (2)**
  - **CIRCLE-TO-LAND APPROACH (1)**

RECOMMENDED FLIGHT CONDUCT

RI 3202

DEPARTURE: NMM - RADAR VECTOR MEI

ENROUTE: JACKSON-EVERS INTERNATIONAL, JACKSON, MS (JAN)
{EQUIVALENT TO THE CTW-1 IN FLIGHT GUIDE INDIA1 ROUTE}
ALTERNATE – STUDENT'S CHOICE

ARRIVAL: TACAN OR VOR/DME APPROACH, LOC BC APPROACH, ILS APPROACH. ADDITIONAL APPROACH AT INSTRUCTOR'S DISCRETION

NOTES: INTRODUCE VISUAL TAKE-OFF WITH LOW CEILING (ITO),
LOCALIZER BACK COURSE APPROACH & INSTRUMENT TO VISUAL SCAN

RECOMMENDED FLIGHT CONDUCT

RI 3202

WARNING: This is not a real approach, APPROACH FOR SIMULATOR TRAINING USE ONLY

JACKSON, MISSISSIPPI (EASY) 14045

LOC I-FRL 109.3 | APP CRS 158° | Rwy Idg 8500 THRE 305 Apt Elev 346

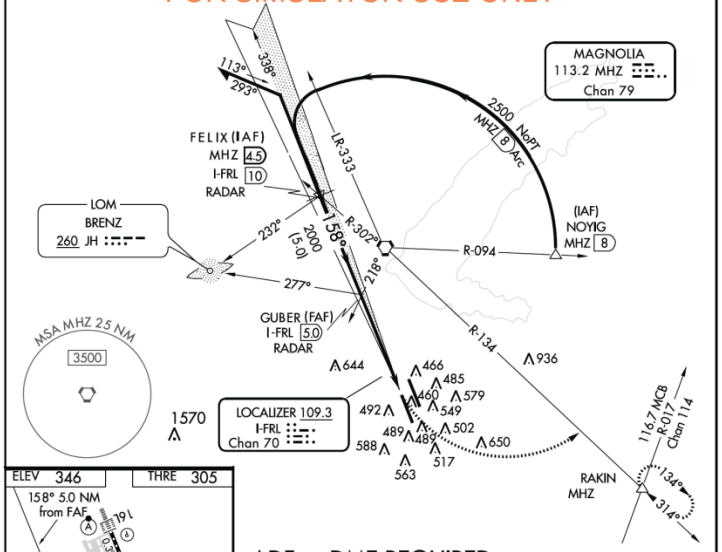
LOC BC RWY 16R
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

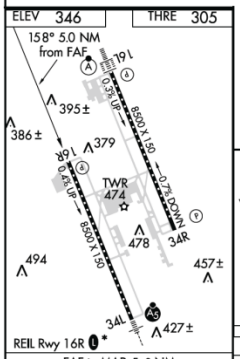
Cat. E circling not authorized southwest of Rwy 16R-34L.
Cat. E holding at MHZ VORTAC not authorized-RADAR ASR required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via MHZ R-134 to RAKIN Int/ MHZ 16.5DME and hold.

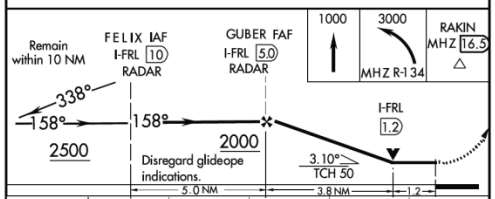
ATIS	JACKSON APP CON *	JACKSON TOWER *	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) 352.0	121.7 348.6	120.7 *	122.95

FOR SIMULATOR USE ONLY





ADF or DME REQUIRED
BACK COURSE



FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-16R	680-1 375 (400-1)			680-1¼ 375 (400-1¼)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)

JACKSON, MISSISSIPPI
Orig 14 FEB 14

32°19'N-90°05'W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
LOC BC RWY 16R

WARNING: This is not a real approach, APPROACH FOR SIMULATOR TRAINING USE ONLY

SSR/DISCUSS ITEMS

RI 3202

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**
- **DISCUSS ITEMS:**
  - **QOD**

BLOCK MIF

RI 3202

CTS REF	MANEUVER	RI3204
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	4+
5	Mission Planning/Briefing/Debriefing	4+
6	Communications	3+
7	Ground Operations	3+
8	Flight Admin	3+
10	Takeoff	4+
11	Departure	4+
12	En route Navigation	4+
12	Point-to-Point Navigation	3+
15	Holding	4+
16	High Altitude Penetration	4+
18	TACAN/VOR DME Approach	4+
18 5	Partial Panel TACAN/VOR DME Approach	3+
18	VOR Approach	4+
18	ASR Approach	4+
17	ILS Approach	4+
17 5	Partial Panel ILS Approach	3+
17	PAR Approach	4+
17 5	Partial Panel PAR Approach	3+
18 5	Partial Panel Localizer Approach	3+

CTS REF	MANEUVER	RI3204
18 5	Localizer Back Course Approach	2
21	Low Oil Approach	3+
17	No-Gyro GCA	3+
19	Circling Approach	3
19	Instrument-to-Visual Scan	3
20	Missed Approach	4+
20 5	Partial Panel Missed Approach	3+

STANDARD DEBRIEFING FORMAT

RI 3202

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED